



Deb Miller, Secretary of Transportation
Wichita City Council
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Past Programs

- Comprehensive Highway Program (CHP)
 - \$3 Billion Program (1989-1997)
 - **Focus:** Rebuilding a deteriorating system
- Comprehensive Transportation Program (CTP)
 - \$5.5 billion construction program (1999-2009)
 - **Focus:**
 - preserve the existing system,
 - address aviation, rail and public transit needs
 - address capacity issues

Why is the Kansas Long-Range Transportation Plan so important?

- Sets a framework for next transportation program
- Creates a transportation vision for Kansas
- Improves the way transportation supports the Kansas economy

Important to understand

- Plan content was driven by hundreds of Kansas stakeholders
- Plan does not pinpoint funding of a post-CTP program
- All needs described in Plan are statewide – not just KDOT's
- Plan is a starting point for more dialogue about transportation

What Lies Ahead?

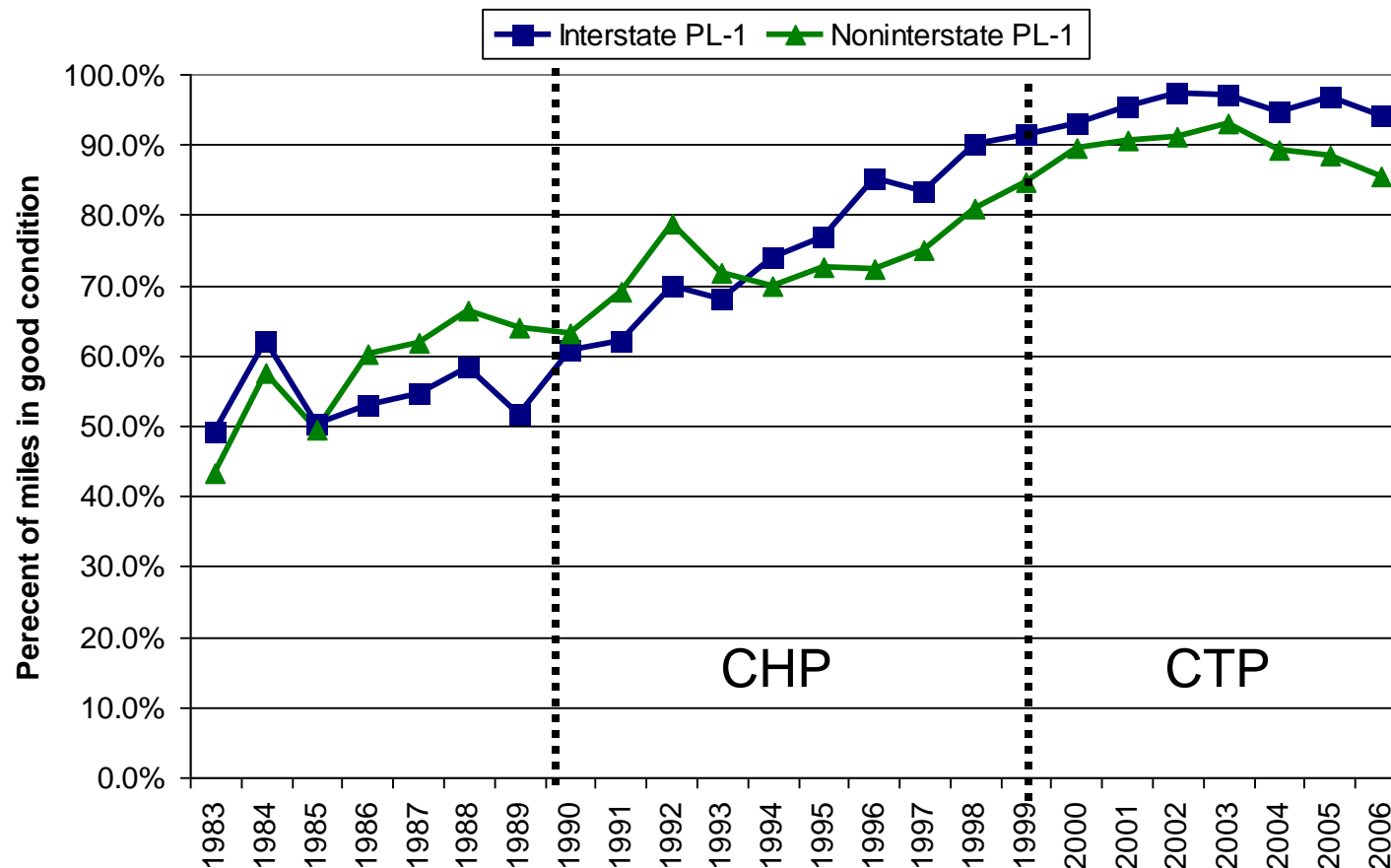
- Faster moving emerging economic opportunities
- Travel and freight growth
- Changing population
- Strategic responses will be needed

Guiding Principles – What we heard

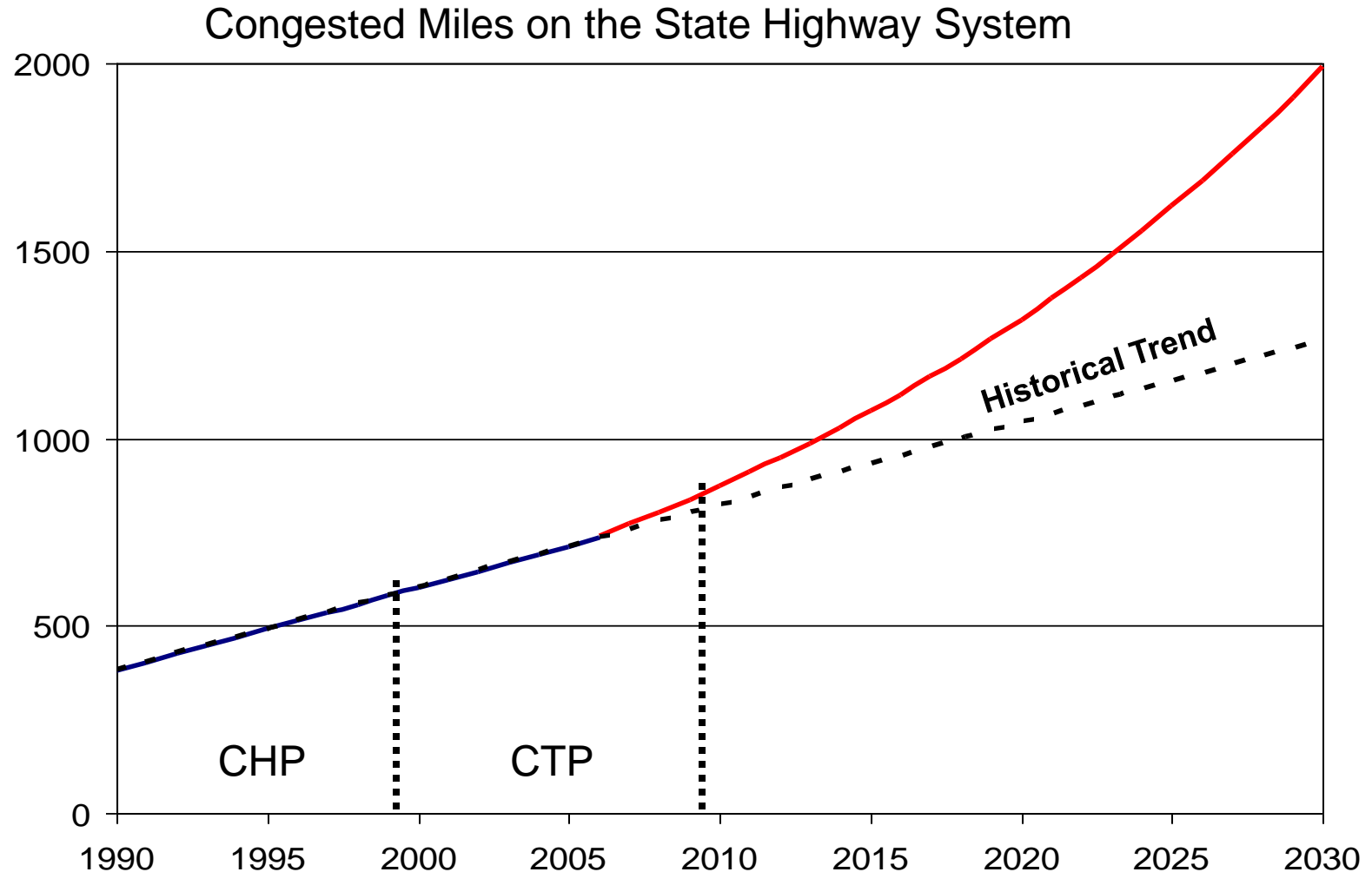
- Preserving the existing system is critical
- KDOT must be a more flexible, nimble and help Kansas take advantage of economic opportunities
- Safety is a top priority

Preservation

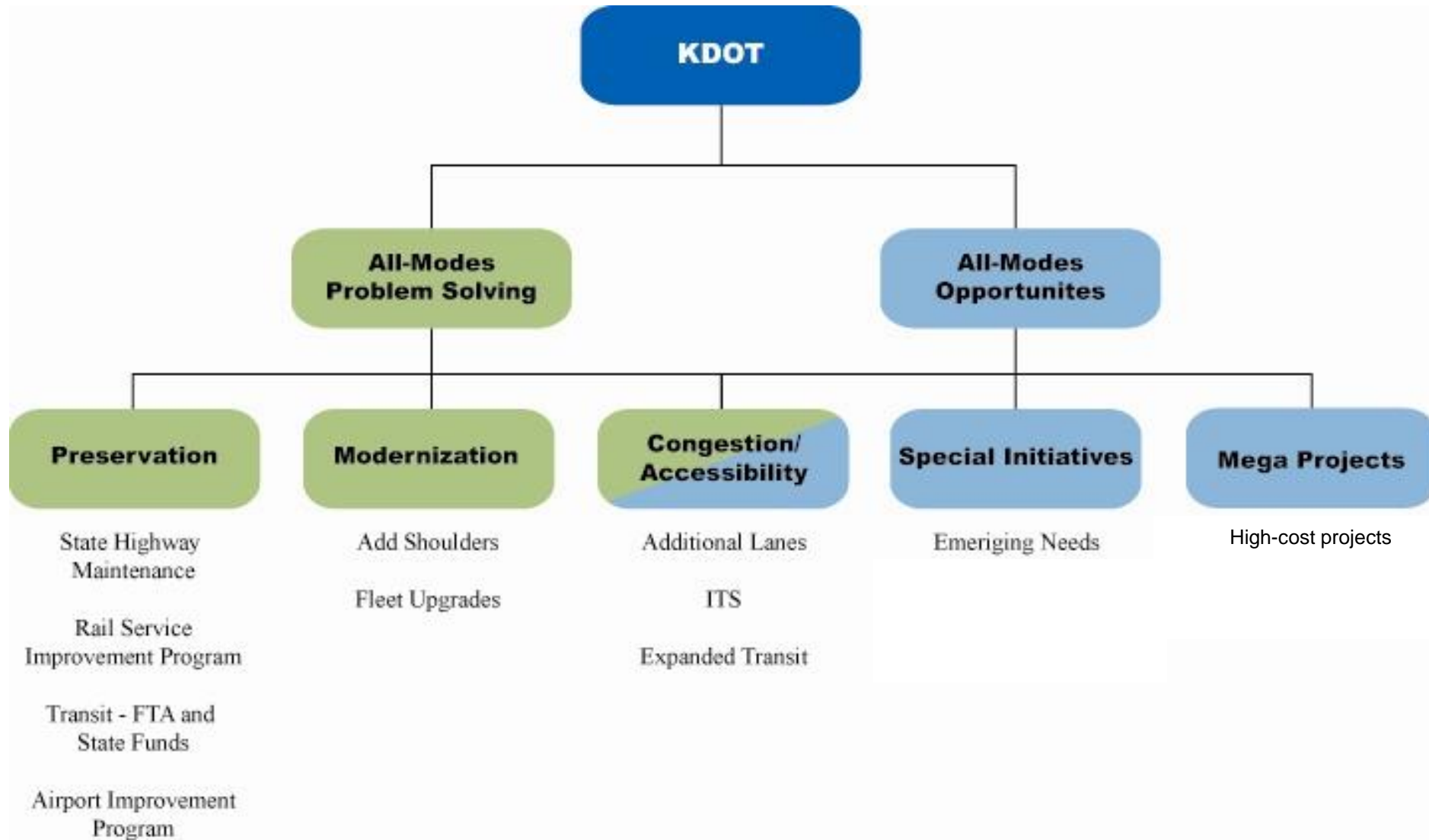
Percent of Highways in good condition



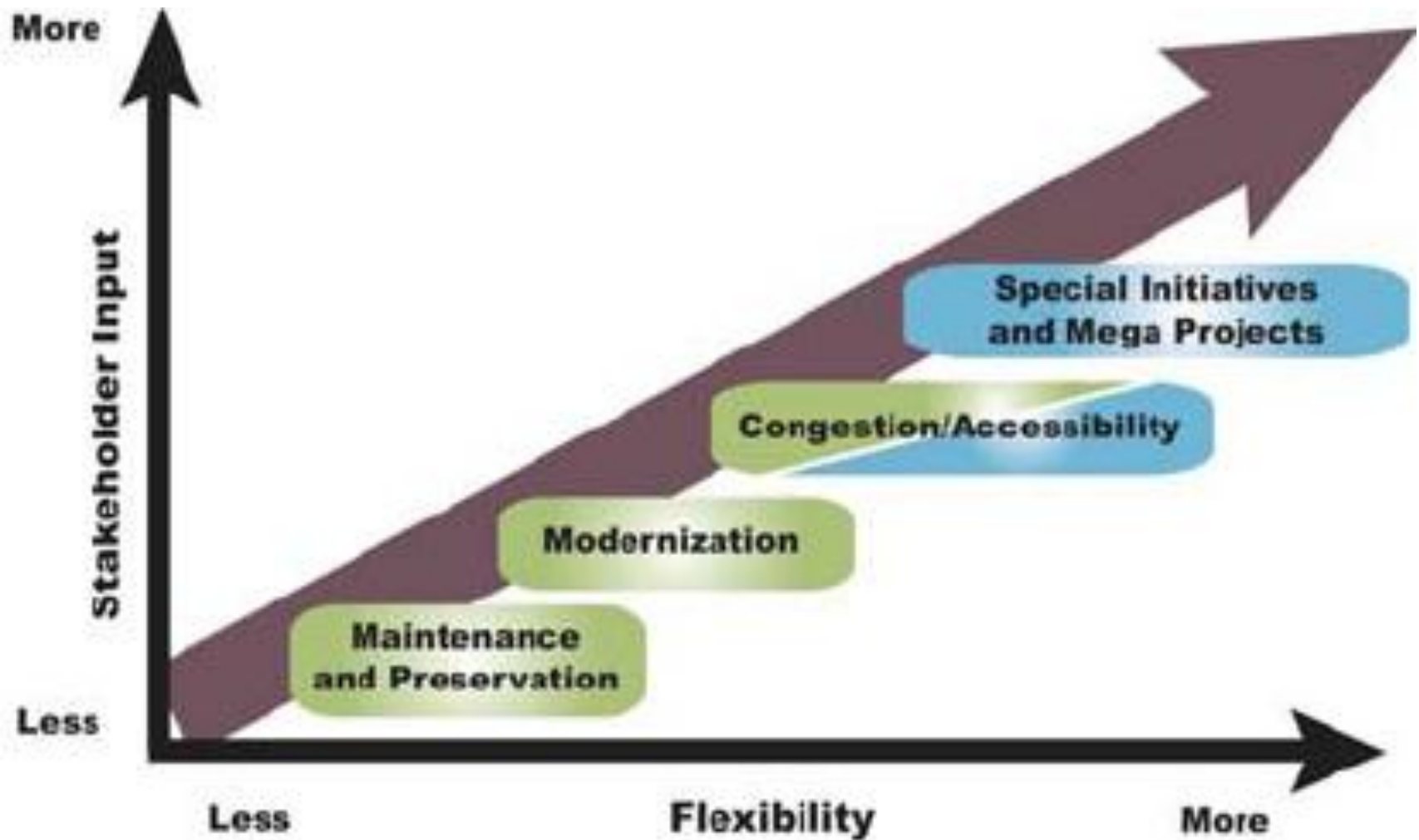
Balanced investment in capacity



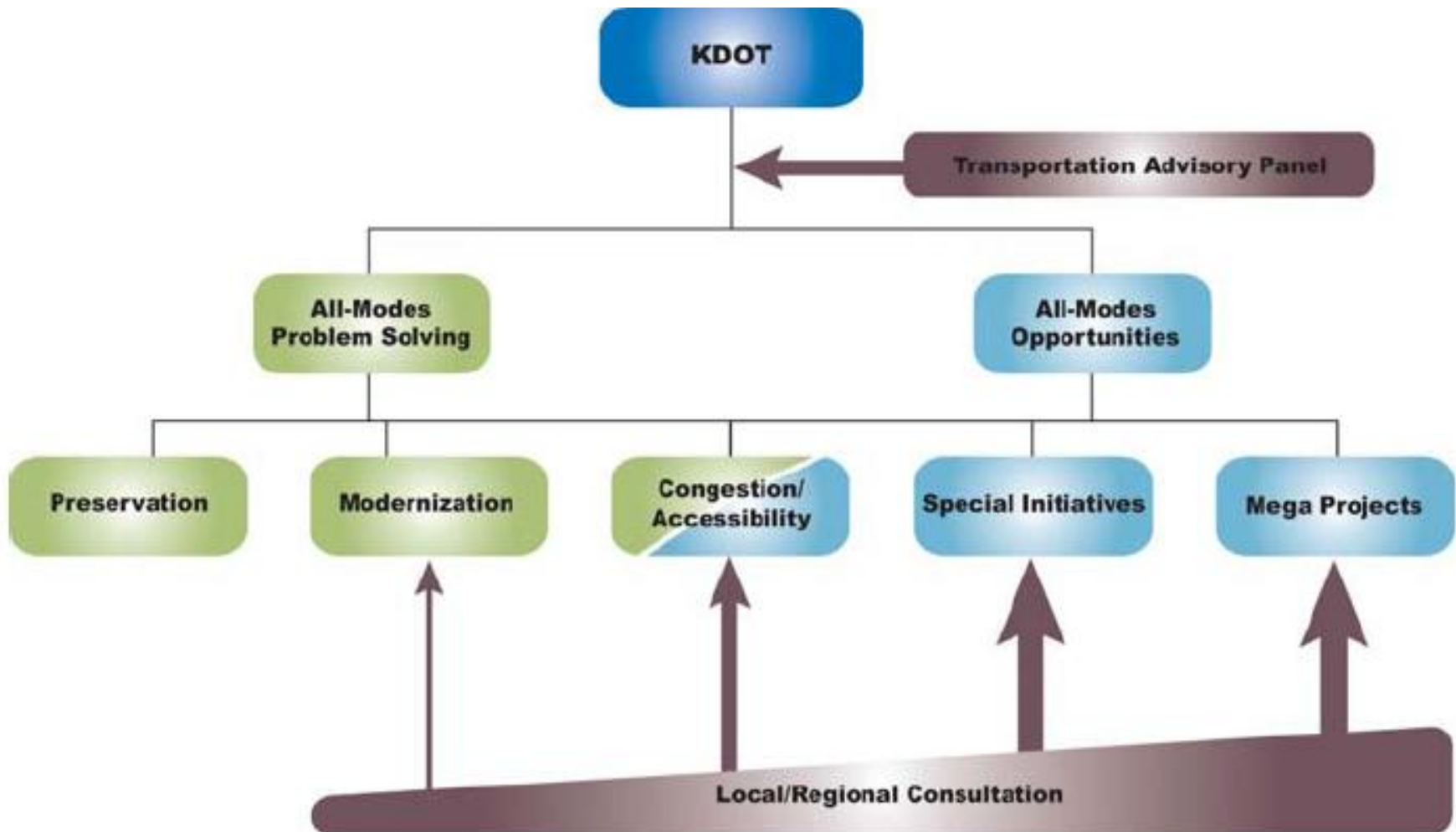
Kansans Recommend New Programming Framework



Input/Flexibility Continuum

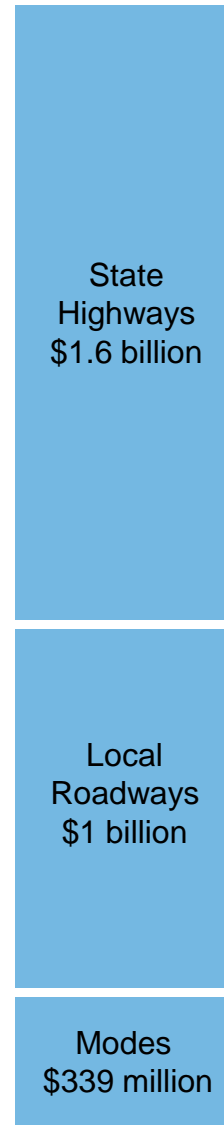


Increased Flexibility Requires More Input and Accountability



Statewide Transportation Needs and Revenues

**TOTAL
Needs
\$2.9 billion**



**TOTAL
Revenues
\$1.4 billion**



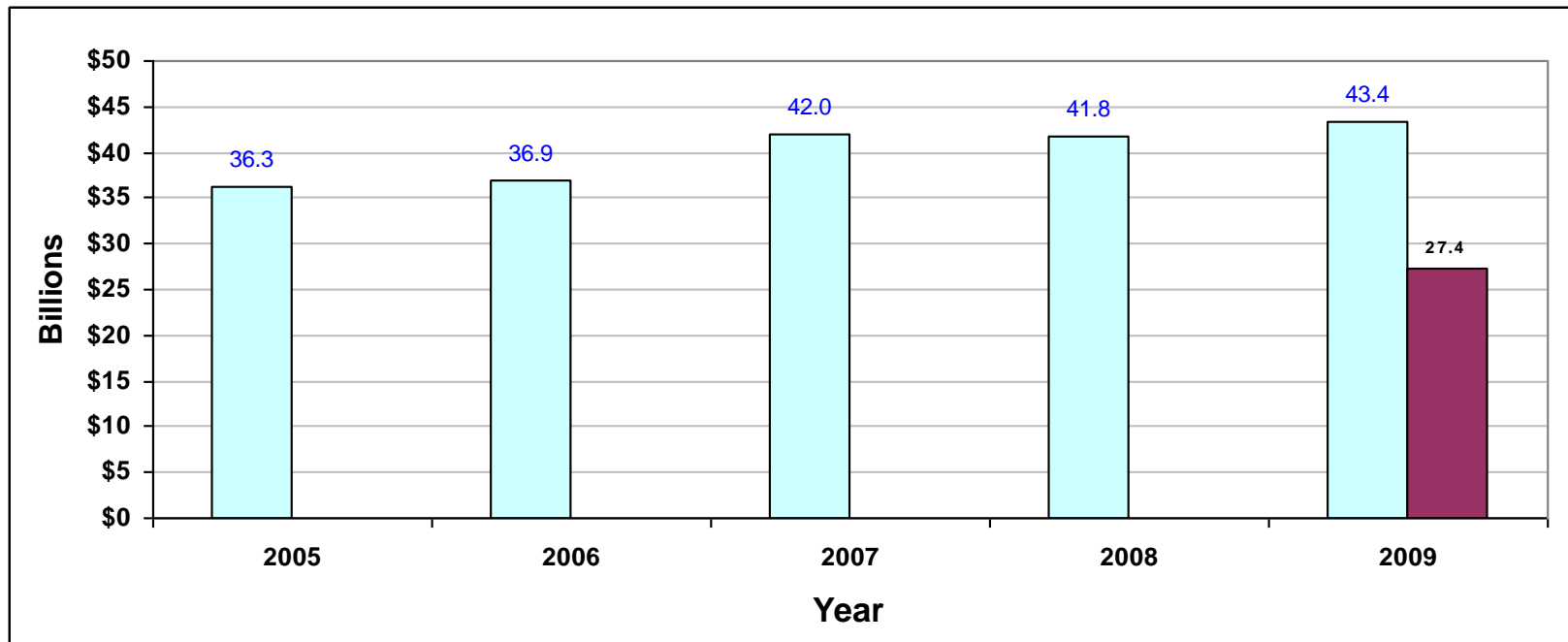
New Program

- The LRTP is not a new funding program, it sets the framework for future discussion
- Communities are encouraged to work together and think regionally
- Working on interim projects

The Looming Federal Crisis

Result of a \$4.3 billion deficit

\$16 billion cut in Federal highway program if Congress takes no corrective action



Example of Proportional Reductions to Kansas

• KDOT:	\$ 80 Million
• Local Projects:	\$ 25 Million
• Earmarks:	\$ 15 Million
• Safety Programs:	\$ 6 Million
• TE Projects:	\$ 4 Million
• Other:	<u>\$ 5 Million</u>
Total	\$140 Million

Example of Proportional Reduction To Locals

Local Program	2009 Planned Federal Funding	Proportional Reduction
Counties	\$29 Million	\$11 Million
Metro	\$20 Million	\$ 8 Million
Small Urban	\$11 Million	\$ 4 Million
Congestion Mitigation	\$ 6 Million	\$ 2 Million
Total		\$25 Million

Absent Congressional Action

- Highway Trust Fund Can Not Support SAFETEA-LU Funding Levels
- Shortfall Continues In 2010 And Beyond
- Funding Shortfalls Will Cancel Or Delay State and Local Projects Further Out Into The Future

Wrap-Up

- Continue to monitor federal funding situation
- Reviewing comments from statewide LRTP meetings
- Look to a future funding program